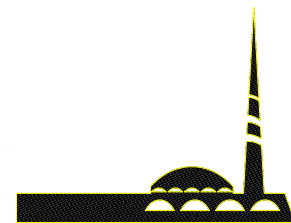


TAM Board Workshop: State of our Vision

Transportation Authority of Marin
Board Meeting

May 5, 2007

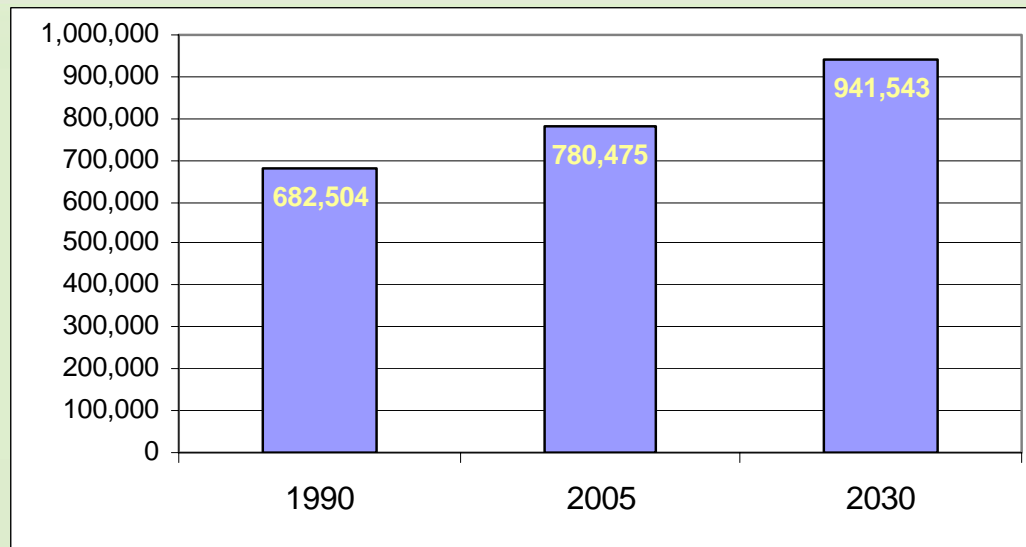


Today's Workshop

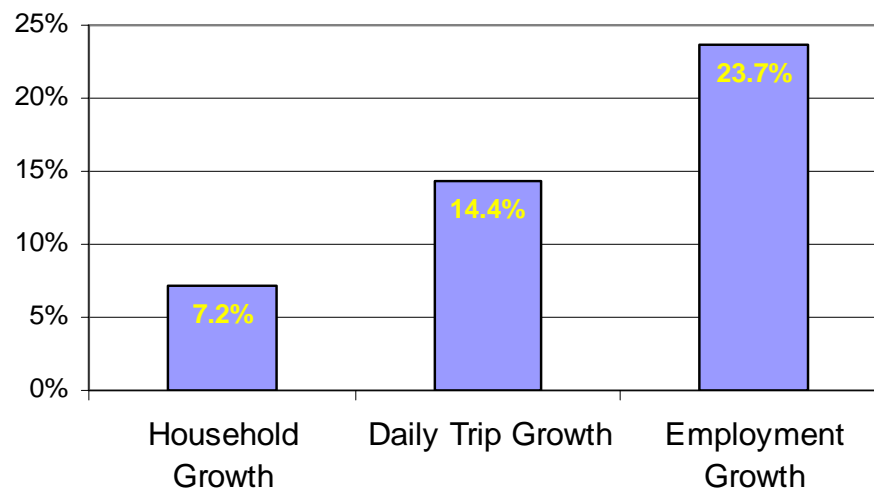
- Review our transportation vision
- Report card on progress
- Confirm our common goals
- Emphasis is on “what”, not “who”
- Staff will develop Action Plans for implementation

Demand For Travel in Marin Outpaces Growth

Trips Made by Marin County Residents



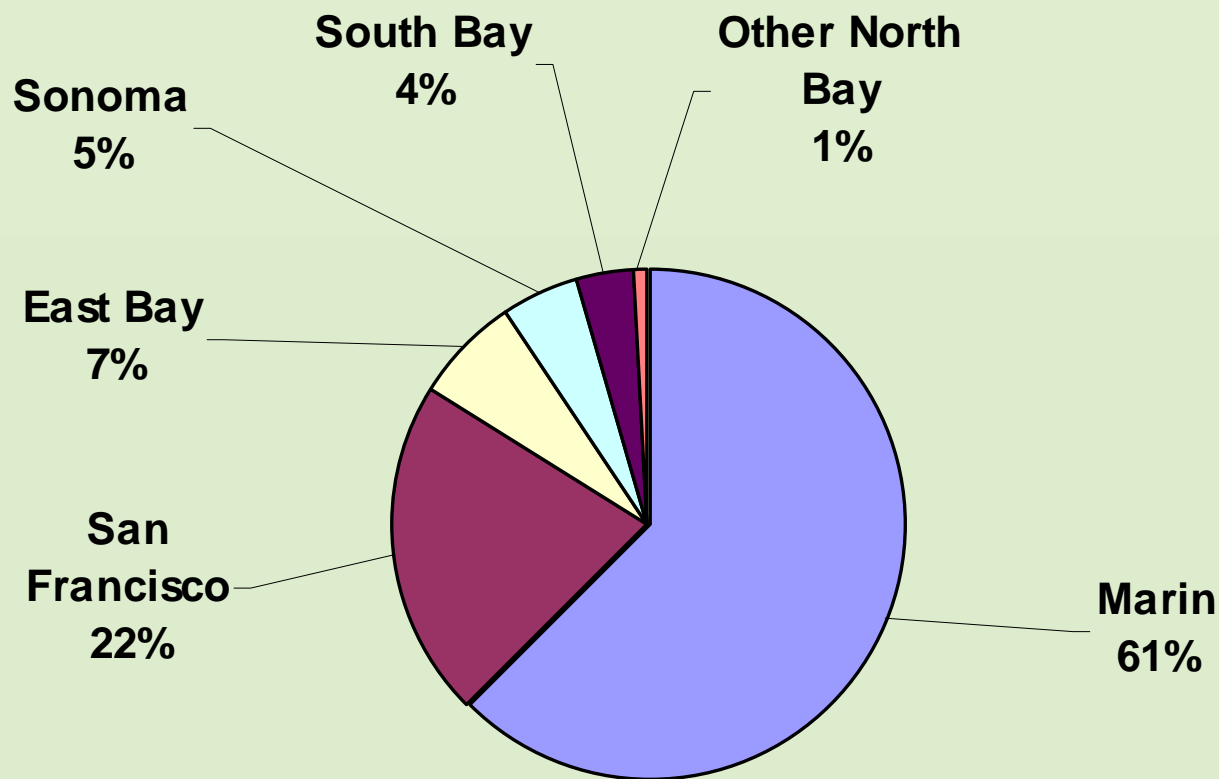
Growth in Marin County 1990-2005



We are an increasingly mobile county

Our Commute Trips are Increasingly Local

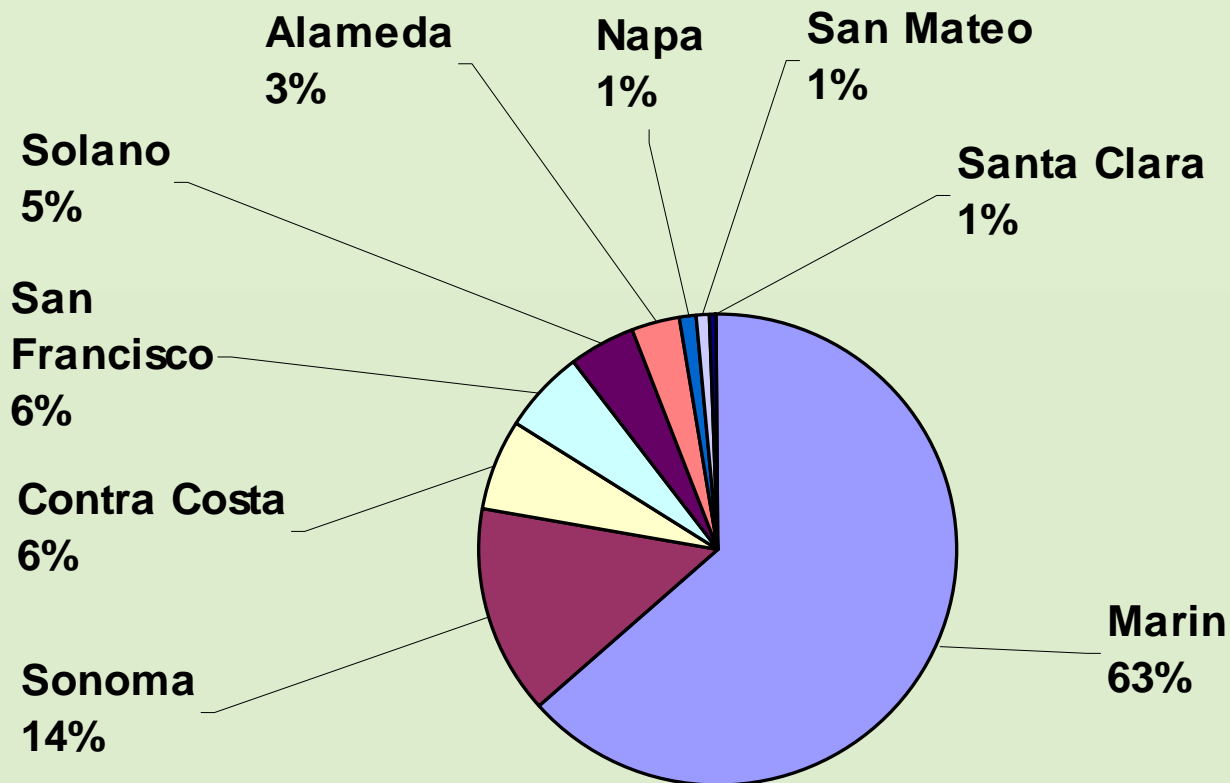
Where do Marin residents work?



Most Workers in Marin County Live in Marin

But More Than 1/3 Live Outside Marin

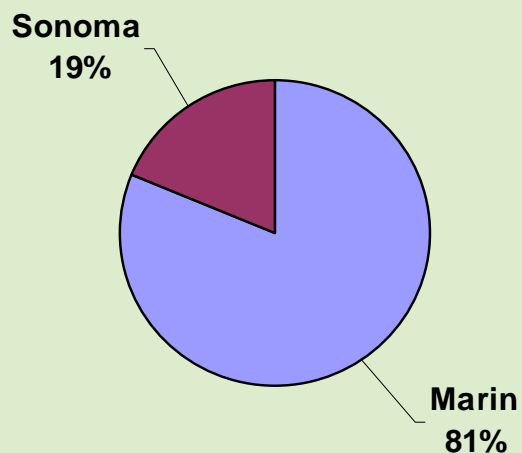
Where do Marin's workers live?



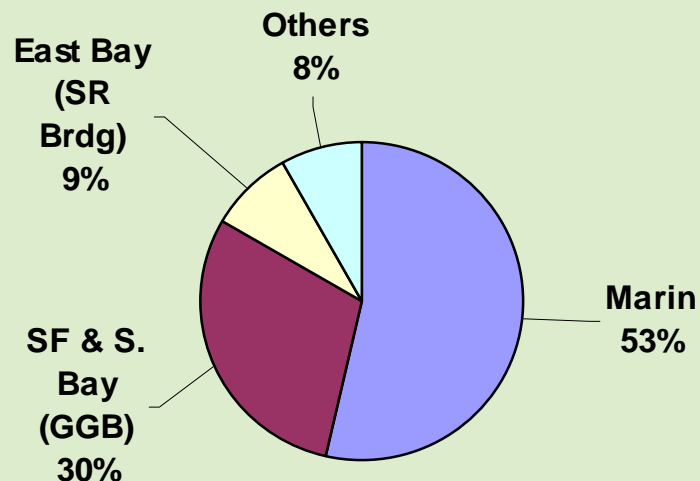
Congestion is a Local Problem with a Regional Component

The Regional Component Morning Commute

**Destinations of Trips Entering
Marin from the East on
Highway 580**

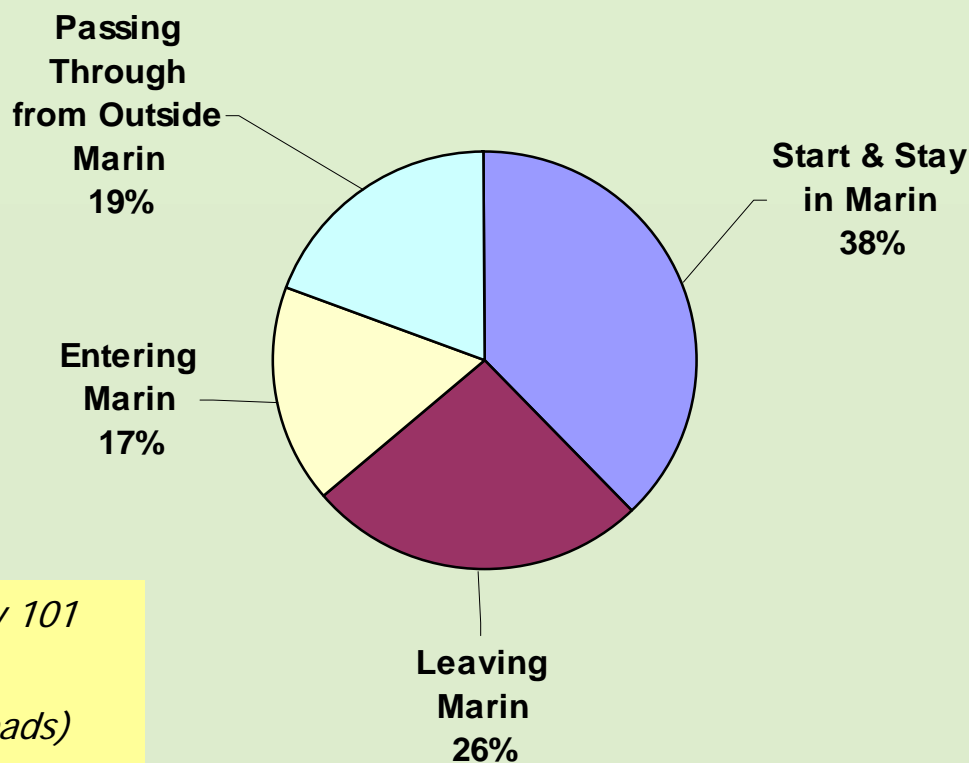


**Destinations of Trips Entering
Marin from the North on
Highway 101**



Auto Travel in Marin (AM Peak) Within, Into, Through and Out of Marin

Composition of AM Peak Hour Traffic on
Highway 101 S/B between 2nd St. & I-580



60%+ of AM peak traffic on Hwy 101 originates in Marin.

70% of all AM peak traffic (all roads) originates in Marin.

Marin is a Regional Recreational Destination

Our Scenic Beauty Attracts an Increasing Number of Recreational Trips



Mobility Involves More than the Highways

Our Mobility Problems Are Not Limited to Peak Congestion on Highway 101

- **Changing travel patterns reduce “non-peak” times**
 - Sunday afternoon traffic southbound on Golden Gate Bridge is heavier than a typical weekday peak.
 - In October 2000, Friday 4-7 PM: 13,156 vehicles
 - Sunday 4-7 PM: 14,809 vehicles
- **Lack of street grid**
 - The lack of parallel routes and streets that cross the freeway creates arterial congestion to the point of gridlock in many locations.



Mobility Involves More than the Highways

Our Mobility Problems Are Not Limited to Peak Congestion on Highway 101

- **Marin is a “graying” county**
 - By 2020, over 35% of Marin’s population is projected to be over 65
 - Fastest growing brackets are 65-85 and 85+
- **Limited transportation options for trips to schools**
 - “Yellow school bus” service is extremely limited
 - Parents feel the need to drive and park when dropping students off, creating congestion and neighborhood disruptions
- **Recreational Trips Have Adverse Affects on Local Infrastructure**



Towards a Multi-Modal Future

Moving Forward: A 25-Year Transportation Vision for Marin County

Goals of the 25-Year Transportation Vision (2003)

- Create a **multi-modal transportation system**, emphasizing alternatives to single occupant driving.
- **Reduce overall congestion** on Highway 101 and also on roads providing connections and alternatives to freeway travel.
- **Maximize mobility** for all residents of Marin County, including seniors, youth and disadvantaged residents.
- **Maintain the quality of life** enjoyed in Marin County.
- **Maintain flexibility** to meet different needs in different parts of the County, and to respond to changing conditions, including changes in funding.

The Transportation Vision: **Transit**

- Improved local transit including:
 - Express services in the 101 Corridor
 - Expanded local transit governed by performance standards
 - Small bus shuttles and alternative fuels
 - Recreational transit options
 - “Save” and enhance the Stagecoach
- Improved regional transit including:
 - Regional bus service
 - SMART Commuter Rail
 - Enhanced ferry service
- Specialized services for seniors and people with disabilities

The Transportation Vision: **Highway 101**

- Complete the Gap Closure Project
- Complete the Marin-Sonoma Narrows HOV Project
- Greenbrae Interchange
- Other interchange improvements
- Transportation Demand Management
- Transportation Systems Management

The Transportation Vision: **Bicycle & Pedestrian Travel**

- North-south bikeway
- East-west bikeway
- Cal Park bicycle and pedestrian pathway and tunnel
- “Gap closure” projects in bicycle and pedestrian network
- Update of bicycle and pedestrian plans
- Local street and roads to consider all users

The Transportation Vision: **Local Infrastructure**

- Enhance maintenance of local streets
- Regional cooperation on primary arterial streets
- Local streets and roads to consider all users